

Level 1 Screening Results

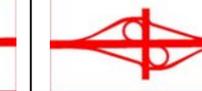
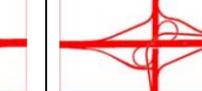
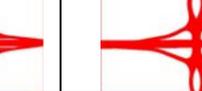
Wadsworth Conceptual Designs (Wadsworth from Highland to 14th Avenues)

Category	Screening Criteria	NA	1	2	3	4	5	6	7	8	9	10	11
		No Action (4 lane + No Median+ Minimal Sidewalks)	Intelligent Transportation System Strategies Only*	Intersection Improvements + Median	4 Lane + Median + Sidewalks	5 Lane + Median + without Sidewalks	5 Lane + Median + Sidewalks	6 Lane + Median + without Sidewalks	6 Lane + No Median + Sidewalks	6 Lane + Median + Sidewalks	6 Lane + Two Way Left Turn + Sidewalks	6 Lane Transit (4 Travel + 2 Dedicated Transit)	8 Lane Transit (6 Travel + 2 Dedicated Transit)
Safety/Design	Is the alternative feasible from an engineering perspective?	N/A	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Does the alternative decrease access conflicts?	NO	NO	YES	YES	YES	YES	YES	NO	YES	NO	YES	YES
	Can this alternative accommodate safer bicycle and pedestrian travel along and across Wadsworth?	NO	NO	NO	YES	NO	YES	NO	YES	YES	YES	YES	YES
Mobility/Traffic Operations	Can the alternative meet current and future traffic needs?	NO	NO	NO	NO	NO	NO	YES	NO	YES	NO	NO	YES
Local Impacts	Does the alternative provide a means to access residences and businesses along the corridor?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Environmental Impacts	Can environmental impacts be reasonably mitigated? Primary environmental impacts considered during Level 1 Screening include right-of-way, noise, water quality, and Section 4(f).	N/A	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO
Cost Feasibility	Can the alternative be constructed within 150 percent of estimated costs (i.e., less than \$30 million [in 2010 dollars])? Costs include the capital construction and right of way.	N/A	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO
Implementation	Is the alternative compatible with established local plans and visions?	NO	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO
	Is the alternative compatible with RTD LRT plans?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
SUMMARY OF RESULTS		Carried Forward: Baseline Comparison	Eliminated: infrastructure deficiencies	Eliminated: infrastructure deficiencies	Eliminated: traffic	Eliminated: traffic, pedestrians/ bicyclists	Eliminated: traffic	Eliminated: pedestrians/ bicyclists	Eliminated: access conflicts, traffic	Carried Forward: Level 2 Evaluation	Eliminated: traffic	Eliminated: traffic; does not meet purpose and need	Eliminated: ROW and land use impacts; cost; does not meet purpose and need

* Intelligent Transportation Systems (ITS) (also referred to as Intelligent Traffic Systems, Travel Demand Management, and Transportation Systems Management) apply communications and information technology to provide solutions to congestion and other traffic control issues. ITS include such techniques as providing real-time information about traffic conditions, coordinating traffic signals, and operating reverse direction lanes to accommodate commuter traffic. Specific ITS strategies being considered for this project include ramp metering, arterial variable messaging system or VMS, closed caption television to support corridor surveillance and VMS, and system detection/incident timing. These strategies were included in the screening for the other alternatives but inclusion of ITS did not influence the screening results. Analysis of ITS will be included in the Level 2 evaluation for Conceptual Design #8, which has been forwarded for further evaluation.

Level 1 Screening Results

US 6 and Wadsworth Interchange Conceptual Designs (including Wadsworth from 4th to Highland Avenues)

Category	Level 1 Screening Criteria	NA	A	B	C	D	E	F	G	H
		No Action	Traditional Diamond	Tight Diamond	Tight Diamond w/Loop	Single Point Urban Interchange	Partial Cloverleaf	Partial Cloverleaf w/Directional Ramp	Full Cloverleaf with Collector/Distributor Roads	Diverging Diamond
		Full Cloverleaf								
Safety/Design	Is the alternative feasible from an engineering perspective?	N/A	YES							
	Can this alternative accommodate safer bicycle and pedestrian travel through the interchange?	NO	YES	YES	YES	YES	YES	YES	NO	YES
	Does the alternative improve weaving/merge conditions?	NO	YES							
Mobility/Traffic Operations	Can the alternative meet current and future traffic needs?	NO	YES							
	Does the alternative address the interaction of the Wadsworth interchange and Carr/Garrison Street ramps?	NO	YES							
Local Impacts	Does the alternative provide a means to access residences and businesses along the corridor?	YES	YES	YES	YES	YES	YES	YES	YES	YES
Environmental Impacts	Can environmental impacts be reasonably mitigated? Environmental impacts considered during Level 1 Screening include right-of-way, noise, water quality, and Section 4(f).	N/A	NO	YES	YES	YES	YES	NO	NO	NO
Cost Feasibility	Can the alternative be constructed within 150 percent of estimated costs (i.e., less than \$67.5 million [in 2010 dollars])? Costs include the capital construction and right of way.	N/A	YES	YES	YES	YES	YES	NO	NO	YES
Implementation	Is the alternative compatible with established local plans and visions?	NO	YES	YES	YES	YES	YES	YES	NO	NO
SUMMARY OF RESULTS		Carried Forward: Baseline Comparison	Eliminated: ROW impacts	Carried Forward: Level 2 Evaluation	Eliminated: ROW impacts, noise, and cost	Eliminated: ROW impacts; bicyclist and pedestrian conflicts	Eliminated: ROW impacts, reduced travel speed, driver expectations			